

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 6019

號七十月二年元統宣

MONDAY, MARCH 8, 1909.

一拜禮

號八月三英港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling \$15,000,000
Silver \$14,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
E. G. Barrett, Esq.
G. Frisland, Esq.
G. S. Gubbay, Esq.
W. Helms, Esq.
C. R. Lessmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 12nd February, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$5,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
TERRADNEEDLE HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per Cent. per Annum on the daily balance and accepts Fixed Deposits at the following rates:
For 12 months, 4 1/2 per Cent. per Annum.
6 " 4 " " " "
3 " 3 " " " "

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,545,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per Cent.
" " " 6 " " 3 1/2 "
" " " 3 " " 3 "
WM. DICKSON,
Manager.
Hongkong, 12, March, 1909.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,752,884.84 (about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pacalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Achen), Bandjermasin, Ompoedjouw at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2 1/2 per Annum on daily balance.
Fixed Deposits 12 months 4 1/2 per Annum.
Do. 6 " 4 "
Do. 3 " 3 1/2 "
J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July, 1908.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 75,100,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. OHEFOO.
Kobe. TIENHSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. SHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On Fixed Deposit:
For 12 months 5 1/2 p.a.
" 6 " 4 1/2 "
" 3 " 3 1/2 "
TAKAO TAKAMICHI,
Manager.
Hongkong, 12th September, 1908.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per Annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per Annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION:
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1909.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael: 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOHN,
Manager.
Hongkong, 4th December, 1907.

LONDON BANKERS:

Messrs. N. M. ROTHCHILD & SONS.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per Cent.
" " " 6 " " 3 1/2 "
" " " 3 " " 3 "
WM. DICKSON,
Manager.
Hongkong, 12, March, 1909.

THE SAVOY.

HIGH CLASS AMERICAN STORE.

Regal Shoes \$10.00 per pair
Monarch Shirts .. \$1.25 each
Cluett Evening
Shirts From \$3.75 up
Pyjama Suits " " "
Steamer Rugs ... " \$13.95 "

THE SAVOY.
Hongkong, 16th February, 1909.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to—
M. J. LOVES,
Ojo Hongkong Telegraph Office.
Hongkong, 9th March, 1909.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE..... Capt. G. Phillips.....	10th Mar.	{ Freight and Passage.
SHANGHAI, NAGASAKI, SUMATRA, MOJI, KOBE & YOKOHAMA	Capt. E. W. Bruce.....	About 12th Mar.	{ Freight and Passage.
SHANGHAI	DELHI..... Capt. J. D. Andrews, R.N.R.	About 19th Mar.	{ Freight and Passage.
LONDON, &c., via usual Ports	MACEDONIA..... Capt. C. D. Bennett, R.N.R.	Nonn, 20th Mar.	{ See Special Advertisement.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 6th March, 1909.

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

TRAVELLING REQUISITES.

WARDROBE TRUNKS.



LANE, CRAWFORD & CO.

Champagnes, Sherries, Madeiras, Port, Burgundies, Claret, Hocks and Moselles, Brandies, Gins, Whiskies, Vermouths, Bitters, Liqueurs, Ales, Beers & Stouts.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 3rd March, 1909.

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites, or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1909.

HOTEL CRAIGIEBURN.

FRUNKER'S GAP, the PRAX, near the TRAN TERMINUS Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1909.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,365 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON, daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 11 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG".

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lianan" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

PROCESSION OF THE CROSS.

On SUNDAY, the 14th March.

S.S. "HEUNGSHAN" will depart from the COMPANY'S CANTON WHARF at 9 A.M.

Departure from Macao at 8 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the Trip.

For the convenience of Kowloon Residents, the Star Ferry Company will run a special ferry launch from our Canton Wharf to Kowloon leaving after arrival of the S.S. "Heungshan." Fare: 15 Cents.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.

Hongkong, 5th February, 1909.

GRAND CARLTON HOTEL.

"THE TOPIC OF THE TOWN."

Feed at the Carlton if you want to get an excellent Meal.

On and after 1st February next, we are prepared to cater Breakfast, Lunch and Dinner for \$45/- per month.

Outdoor catering a speciality.

For further particulars, apply
MANAGER.

Hongkong, 30th January, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine, under the supervision of an Experienced FRENCH CHEF, and separate Tables. Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor.
N. BEUMENTHAL, Manager.

Telephone, 170. Telegrams "Astor."

Mails.
NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.
BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCESS ALICE"	WEDNESDAY, 10th March, Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG"	About FRIDAY, 12th March.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MEL- BOURNE	"PRINZ WALDEMAR"	THURSDAY, 25th March, 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th March, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	CALEDONNIEN	X	15th March, P.M.
MARSEILLES, via PORTS	TOURANE	Lancelotti	16th March, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	29th March, P.M.
MARSEILLES, via PORTS	NERA	Martin	30th March, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 2nd March, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

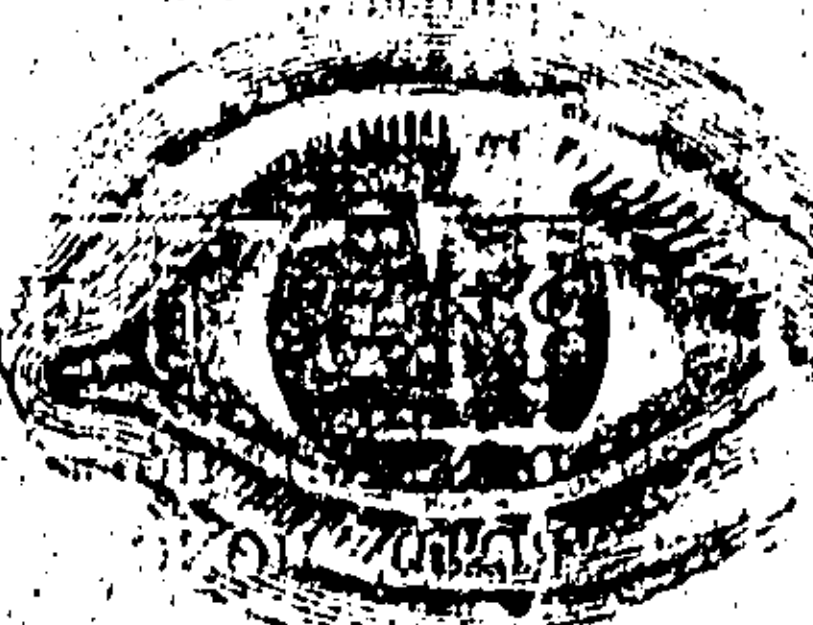
These superb steamers carry on the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamceen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamceen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, GALATIA, SHANGHAI,
5, John Street, Bedford Row, W.C. 19, Bantock Street, 156, Nanking Road.
Hongkong, 4th March 1909.

Intimations.

No. 1 DOCK.
Length inside 514 ft. Width of entrance, top 88 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Oodes A. B. O. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

PHILATELIC NOVELTY
suitable for
PRESENTS.

BAGS OF USED POSTAGE STAMPS.

Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 3.00	1,000 " 1.50
500 " 1.00	500 " .50

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit every body.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAPES, MANILA CIGARS AND CIGARETTES, &c., &c., &c.

Inspection invited.

GRACA & Co.,
No. 27, Des Vaux Road.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
同公隆廣李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at
No. 39, DES VAUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

NOTICE.

M. R. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend entering the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, and floor.

Hongkong, 27th February, 1909.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGER (TASSELLESS) FORM.

THE NEW FRENCH REMEDY

THERAPION

This successful and highly popular remedy, used in the Continental Hospitals by A. R. Rostan, J. B. Vulpian and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto employed.

THERAPION No. 1 is especially adapted for the treatment of all diseases of the blood, such as scurvy, pleurisy, spots, blotches, pains and swellings, rheumatism, erysipelas, etc. It is a powerful purgative, and its use is followed by a feeling of lightness and well-being. It is also a powerful tonic, and its use is followed by a feeling of strength and energy. It is also a powerful sedative, and its use is followed by a feeling of calmness and repose. It is also a powerful antiseptic, and its use is followed by a feeling of cleanliness and purity. It is also a powerful disinfectant, and its use is followed by a feeling of freshness and brightness. It is also a powerful preservative, and its use is followed by a feeling of safety and security. It is also a powerful restorative, and its use is followed by a feeling of health and happiness.

THERAPION No. 2 is especially adapted for the treatment of all diseases of the liver, such as jaundice, hepatitis, etc. It is a powerful purgative, and its use is followed by a feeling of lightness and well-being. It is also a powerful tonic, and its use is followed by a feeling of strength and energy. It is also a powerful sedative, and its use is followed by a feeling of calmness and repose. It is also a powerful antiseptic, and its use is followed by a feeling of cleanliness and purity. It is also a powerful disinfectant, and its use is followed by a feeling of freshness and brightness. It is also a powerful preservative, and its use is followed by a feeling of safety and security. It is also a powerful restorative, and its use is followed by a feeling of health and happiness.

THERAPION No. 3 is especially adapted for the treatment of all diseases of the stomach, such as indigestion, dyspepsia, etc. It is a powerful purgative, and its use is followed by a feeling of lightness and well-being. It is also a powerful tonic, and its use is followed by a feeling of strength and energy. It is also a powerful sedative, and its use is followed by a feeling of calmness and repose. It is also a powerful antiseptic, and its use is followed by a feeling of cleanliness and purity. It is also a powerful disinfectant, and its use is followed by a feeling of freshness and brightness. It is also a powerful preservative, and its use is followed by a feeling of safety and security. It is also a powerful restorative, and its use is followed by a feeling of health and happiness.

THERAPION is sold in all the principal chemists and druggists. It is also sold in the form of a powder, and in the form of a liquid. It is also sold in the form of a tablet, and in the form of a capsule. It is also sold in the form of a pill, and in the form of a lozenge. It is also sold in the form of a candy, and in the form of a drink. It is also sold in the form of a cream, and in the form of a soap. It is also sold in the form of a perfume, and in the form of a cologne. It is also sold in the form of a hair oil, and in the form of a hair cream. It is also sold in the form of a hair powder, and in the form of a hair spray. It is also sold in the form of a hair tonic, and in the form of a hair conditioner. It is also sold in the form of a hair shampoo, and in the form of a hair conditioner. It is also sold in the form of a hair cream, and in the form of a hair spray. It is also sold in the form of a hair tonic, and in the form of a hair conditioner. It is also sold in the form of a hair shampoo, and in the form of a hair conditioner.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory

In Bags of 250 lbs. net \$3.45 per Bag ex Factory

SHAWAN TOMES & Co.,
General Managers.

Hongkong, 15th August, 1908.

THE "EMPERESS OF CHINA"

(Continued from page 5.)

Capt. V. Miers, dock-master at the Mitsui Bishi Dockyard in Kobe, called as an expert witness to give evidence as to abnormal sets, said he held a Japanese master's certificate. About eight years ago he made a trip from Moji to Kobe, and met the same tide as that encountered by the *Empress of China* at the new moon. After passing Motoyama buoy he set the course four miles off Hemishima. The night was very cloudy, with heavy rain; the steamer was only an 8 knot cargo-boat and ran about four hours at six knots from the buoy. He then slowed down the engines and ran for about two hours at three knots. The ship was then stopped for twenty minutes, and when the weather cleared he saw islands on the port bow, proving he had been carried out of his course. Another time he found the island right ahead. In stormy weather the speed of the current at this point was 8 or 9 knots.

A. O. Cooper, chief officer of the *Empress of China*, said he had an extra master's certificate.

On the morning of the 16th instant he came on the bridge at 4 a.m. and took the course S. 70 E. from the second officer. Having seen that this course was a safe one, he left the chart-room and took over charge of the ship. Between 4.15 and 4.45 they passed two steamers, and had to starboard for one of them; the weather was dark, but clear enough to see lights for two or three miles. The ship again starboarded for a native craft, and came back to her course. About 5.15 a pretty heavy squall came on, and the pilot gave the order to stand by the engines. Five minutes later the squall came on heavier, and the pilot gave the order "slow." About a minute after this the pilot told witness to call the Captain, but he, not thinking it expedient to leave the bridge, looked for the quarter-master, who should have been there. Not seeing him, witness told the fourth officer to call the Captain and tell him they had slowed the engines, as the weather was thick. As soon as the vessel struck, witness put the engines full speed astern, and when the fourth officer appeared he was sent to tell the carpenter to sound the bells. The Captain appeared immediately, and gave orders to close water-tight doors and swing out boats. All the officers were on the bridge about a minute after, and witness sent them about their various duties.

By the Court.—From the time the pilot suggested calling the Captain to the time the fourth officer went below to call him was about four minutes. The Captain was on the bridge almost as soon as the fourth officer. At 5 a.m. the ship would be within range of the Hemishima light, but it could not be seen; witness did not expect to see the light, because though the sea was clear the high land was enveloped in clouds and heavy rain. Asked as to soundings, as far as witness remembered, they were about the same on both sides of the course, and he considered Sir William Thompson's sounding-machine was not reliable to a fathom in shallow water—anything under 20 fathoms, at 12 or 14 knots. To take proper soundings the ship would have had to be stopped and the deep-sea lead put out. Taking soundings at the point indicated would not have assisted him in the least. Witness did not suggest to the pilot that the course should be altered, as he did not consider the ship was in any danger. The standard compass and steering compass were not the same; there was two degrees' difference. The compasses were compared every watch, and frequently during the watch. When the squall came on witness did not think it necessary to stop the ship and take the hand-lead or deep-sea lead to get soundings, as he apprehended no danger.

John Stewart, second officer, holding an extra master's certificate, said that at 4 a.m. on the 16th it was dark, with heavy rain squalls. He considered that S. 70 E. was a safe course, even though it was a dirty night, and he did not think the course was cut rather fine.

John Thompson, quarter-master, who was at the wheel when the ship struck, said the course given him was S. 69 E. and this course was kept until the ship struck at 5.20. He had orders twice to starboard, and went back to the course after a few minutes on each occasion.

A. E. Hopper, second engineer, said he was on duty when the ship struck, taking the 4 to 8 watch. At 5.16 by the engine-room clock he got the order to stand-by. The next order was slow ahead at 5.18; the engines were immediately slowed from 69 to 40 revolutions; at 5.22 the order "full speed astern" was given; the engines were immediately reversed and continued going astern until 5.34. Witness gave the order to call the stand-by watch. At 5.22 the electric alarm was rung to close water-tight doors. "A shock was felt, but not a violent one."

Daniel Gordon, able seaman, said he was on the look-out in the crow's-nest from 4 to 6. Witness reported two or three lights; the weather was very dark, and equally. Shortly after five o'clock he reported a light on the starboard bow, and afterwards another on the port-bow. He could see no land; the weather got worse after five o'clock, and there was a heavy squall of rain; it was a very black night. Witness had been through the Island Sea many times before, and was an experienced look-out.

H. G. Davis, also an able seaman, said he was on the look-out on the fore-castlehead. After five o'clock he could not see anything, but the man in the crow's-nest reported two lights, which witness saw afterwards. He thought they were fixed lights on shore. Witness reported nothing at all during his watch, and could see nothing until daylight.

Mr. Cooper, recalled, said he did not remember the lights particularly reported by the

look-out in the crow's-nest, and he did not see any lights after the ship struck, but if anything was reported by the look-out it would be answered.

John L. Johnson, fourth officer, said he was on the bridge when the accident occurred. At 5.10 there was a heavy squall, and a minute afterwards the pilot ordered him to "signal stand-by" and shortly afterwards he was told to "slow ahead," and blow the whistle. The chief officer then ordered him to go below and call the Captain. On the way witness met the quarter-master, and told him to call the Captain. While witness was returning to the bridge, the ship struck. It was about two minutes before the Captain was called. Two lights were sighted after five o'clock, about ten minutes before the ship struck; witness took them for junks, they were not shore lights.

Captain Archibald, recalled, explained that he may have been mistaken in saying that it was the fourth officer who had gone below to call him. He agreed with the chief officer that Sir William Thompson's sounding-machine was not reliable to a fathom or so in shallow water, but it would perhaps have been better to have taken soundings with it. The course of S. 70 E. fine weather was a perfectly safe one, but perhaps, in consideration of the weather at the time, it was rather a fine one.

This closed the examination of witnesses, and after a prolonged sitting in private the finding of the Court was announced, of which the following is the substance:—"That the stranding of the *Empress of China* was due to too fine a course—under the conditions of weather then prevailing—having been set from Motoyama buoy by the pilot in charge of the vessel; and no precautions having been taken by the pilot and chief officer to verify the position of the ship by taking soundings at or before five o'clock, a time when Hemishima light should have been in sight, which soundings would have shown that the ship was to the southward of her course, and in a dangerous position by the sea. Under these circumstances the Court finds that the master must be held free from all blame." Reference was also made in the judgment to the fact that after the accident every precaution was taken to ensure the safety of the passengers.

The master, being a party to the proceedings, was ordered to pay the Court costs, amounting to £144.92.—*Japan Chronicle*.

Intimations.

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

FRENCH STORE

(Opposite ASTOR HOUSE).

NOW SHOWING

A Large and Fancy Assortment of

The Best FRENCH TOYS, DOLLS.

TOM SMITH'S CRACKERS,

CADBURY'S CHOCOLATE,

PERNOT BISCUITS.

&c. &c. &c.

Commenced, 21st November, 1908.

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in tins, by all Chemists, etc., everywhere.



Dentistry.

TEIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. OHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

21, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1908.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

TOBACCONISTS & CIGAR
MERCHANTS.

TOBACCOES.

John Cotton's No. 1 & 2,
Carven Mixture; Ardath
Special Mixture; Black Cat;
Garriek Smoking Mixture.

Phillips' Finest Smoking Mix-
ture, "Non-Fur" Tobac-
co, and other well-known
brands.

CIGARETTES.

Garriek Cigarettes; State Ex-
press; Quo Vadis; Craven
Mixture; Clarence Extra
Virginian; Knight Ban-
neret; Turkish; Martin's
"Non-throat"; Three Cas-
tles (Magnums).

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS

KOWLOON DISPENSARY.

Hongkong, 13th February, 1909.

MARRIAGE.

At "Louisville" Gas Works, on the 6th
March, by the Rev. C. H. Hickling, Union
Church, Hongkong, EDGAR WILLIAM TER-
REY, Gas Works, to MARY ANN MCNAUGHTON,
eldest daughter of James McNaughton, Esq.,
Chemist, Port Glasgow, Scotland.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 8, 1909.

The Slave Traffic.

JAPANESE WOMEN SOLD TO
HONGKONG.

KIDNAPPING GANG ARRESTED.

A remarkable but not uncommon story has
come to light in the arrest by the Kobe police,
a day or two ago, of four kidnappers of women
in the persons of Shikawa Shuto, aged 31,
Shigematsu Seikichi, 30, Ito Sokichi, 48, and
Inoue Kunosuke, 25, all of Kobe, reports
the *Japan Chronicle* of 27th ult.

It is alleged that the first-named two, who
had been jointly engaged in a hotel and for-
warding business at Kaigan-dori, 6-chome,
Kobe, but which was not proving sufficient-
ly lucrative, were seized with the idea of
raising funds by kidnapping women and
sending them abroad for questionable pur-
poses. They confided their scheme to the
other two men named, who were carrying on
a restaurant and lantern-manufacturing busi-
ness respectively, the former at Kitanagasa-
dori, 3-chome, and the latter at Moto-machi,
5-chome. This four agreed together in their
shameful enterprise, Inoue being the capi-
talist. The gang started operations by engaging
two girls, Higashi Haru, aged 20, of Nishinada-
mura, Hyogo prefecture, and Hirose Tora,
aged 19, of Takamatsu, Shikoku, ostensibly
as waitresses for restaurants in Shikoku,
at a handsome remuneration. On the night of
September 5th last, the men escorted the two
girls to a French mail steamer then in Kobe
harbour, and took them to Hongkong, where
they were disposed of to certain places of ill-
fame, the gang netting ¥350 for each girl.
Satisfied with the success of their first venture,
the gang secured two more girls early in
October—Mochio Yayo, aged 20, of Kawachi
district, and Yamada Mine, aged 18, of Aiko
district in circumstances as before, and sold
them in Hongkong for ¥450 each.

Their ylle traffic seemed to be flourishing,
but it was doomed owing to the action of one
of the girls, Mochio Yayo, who, overwhelmed
by the terrible position in which she found her-
self at Hongkong, succeeded in sending a let-
ter to her parents at home informing them of
the circumstances. The letter lost no time in
communicating with the police, as a result of
which the whole gang was arrested, as stated.
The men are still under examination at the
police-station, while it is understood steps are
being taken to rescue the unfortunate girls
from the wretched fate which threatens them.

Hongkong University
Scheme.

SUB-COMMITTEE'S MEETING.

PROGRESS OF THE MOVEMENT.

Another step in the progressive movement
towards the realisation of the scheme for the
establishment of a university in Hongkong was
taken yesterday when the Chinese members of
the sub-committee met for the third time
at the Tung Wa Hospital in pursuance of the
duty imposed upon them by their ready
acceptance of office on the appointment of His
Excellency the Governor. The Hon. Dr. Ho
Kai, who was supported by the Vice-Chair-
man, occupied the Chair.

Addressing the meeting, the Chairman said
meetings of the General Committee were held
on Friday and Saturday when the seven resolu-
tions adopted and passed by the sub-com-
mittee, and printed in the *Telegraph* of the
2nd inst., were taken into consideration. The
sub-committee's resolutions were approved
after slight amendments. The Governor had
had no time to write to him (the speaker)
in reference thereto, but His Excellency had
kindly caused to be transmitted to him copies
of the minutes of proceedings at the second
and third meetings of the General Committee.
The Chairman then proceeded to read the
minutes, at the conclusion of which, he said
that he would be having a translation into
Chinese made of the minutes and circulated
to the sub-committee. The alterations to
the resolutions, of which he already made
mention, had reference to the circular letters
which it was proposed to issue over the
signatures of the Chairman and Vice-Chair-
men soliciting support in aid of the scheme,
and which would be despatched through the medium
of the Colonial Secretariat in certain cir-
cumstances. The number of scholarships would
be limited to fifty.

The rest of the Chairman's address was prac-
tically an interpretation of the minutes of pro-
ceedings of the General Committee held on the
5th and 6th inst., and which are printed in
extenso below.

At the conclusion of the address thirty mem-
bers from among the Sub-Committee were
elected for the collection of subscriptions.
The sub-committee then adjourned.

COMMITTEE'S DELIBERATIONS.

Following are minutes of the proceedings of
the second meeting of the General Committee
held at Government House on the 5th
inst. Present:—The Chairman (Sir Frederick
Lugard), Hon. Dr. Ho Kai, Hon. Mr. Wei
Yuk, Hon. Mr. F. H. May, Hon. Mr. W. Chat-
ham, Hon. Mr. E. A. Irving and Hon. Sir Paul
Chater.

The Chairman informed the Committee that,
at a meeting of the Chinese sub-committee, on
February 21st, the following business had been
done:—

(a) It had been proposed that a treasurer
should be elected. Approved.

(b) Co-optation of Messrs. Tsang Sek Chan,
Ng Tang Kai, Le Tait Choi and Yi Yuk Tong.
Approved.

(c) It had been decided to print 10,000
copies of the Memo. and preface, and distri-
bute.

(d) Appointment of 15 members as special
committee to consider the best means of invit-
ing and collecting subscriptions.

(e) Election of fifteen members as vice-
chairman and three as hon. secretaries.

(f) It was inquired whether, if the full
Endowment Fund required were not raised,
the subscriptions would be returned or not. I
had informed Dr. Ho Kai that they would be
returned in such an event, viz., if the Endow-
ment Fund fails to reach such a sum as, in the
opinion of the Committee, will justify the com-
mencement of the building, and satisfied the
donor.

Several questions had been raised by mem-
bers of the Sub-Committee and replied to by
Dr. Ho Kai to the best of his ability. The
Chairman proposed that these questions should
now be discussed by the Committee, and an
authoritative reply given to them.

(a) How far the Chinese donors to the En-
dowment Fund would be represented on the
Governing Body of the University. The Gov-
ernor expressed the view that for the success-
ful working of a University on Western lines,
including the engagement and control of the
teaching staff, discipline and routine of scholars,
method of examinations, fixing of vacations,
etc., etc., as well as in order to command the
confidence of British Universities, the Govern-
ing Body must necessarily be chiefly British
and in the first instance should be nominated
by the Governor, subsequent vacancies being
filled by co-optation subject to the approval of
the Governor. He saw no objection to a
provision that at least two members should be
Chinese.

The Committee concurred.

(b) In reply to the question as to the value of
degrees to be conferred, it was decided to reply
as follows:—It is most certainly our object to
make the degrees of equal value and as widely
and fully recognised as those granted by English
Universities. To achieve this the standard
must be the same. The present College of
Medicine, of course, does not attempt
such a standard. Hence its degrees are not
recognised even here in Hongkong as
entitling the holder to practise as a fully qual-
ified medical practitioner. The requisite steps
to ensure recognition will be a matter for in-
quiry from the Home Universities, and other
bodies (e.g., the Medical Council, etc.).

(c) As to the scope of the University.—This
depends upon the income. We propose to
begin with two faculties, viz., medicine and
applied science, including engineering; or per-
haps, three. As further funds are raised we
will establish more and more chairs.

(d) The amount of fees.—They will not ex-
ceed an aggregate maximum of three hundred
dollars per annum, exclusive of board. Poor
scholars can be provided for by means of
scholarships.

The Chairman informed the Committee that,
at the second meeting of the sub-committee on
February 21st, a treasurer had been elected,
and the special committee referred to above
had submitted a series of regulations. These
the Committee proceeded to discuss:—

Regulation 1 was approved, it being under-
stood with regard to E and F, that if the sub-
committee desire to address any Chinese offi-
cials in China or elsewhere, they will first in-
form the Governor, who, if he has no objection,
will himself first write to the British Minister
or Consul, and inform him of the desire of
the sub-committee to communicate with the
officers in question on the matter of raising
subscriptions. When this has been done, there
is no objection to the sub-committee addressing
the officials direct, informing them at the same
time that the Governor has already written to
the Consul. If the Governor does not consider
it advisable to write personally, the sub-com-
mittee should send their letter through the
Secretariat. This does not preclude individual
members of the sub-committee from writing
privately to their personal friends, or to
gentlemen who hold no official position.

Regulation 2.—The Committee saw no
objection to making non-resident collectors, of
subscriptions honorary members of the sub-
committee so long as it exists, provided that
they are not officials of the Chinese Government.
Officials of the Chinese Empire will be styled
"Patrons" or "Sympathisers" with the
Hongkong sub-committee. It is understood
that the sub-committee will exercise discretion
in the number of names submitted to the
Governor for approval so that they may not be
excessive. When subscriptions are invited the
Sub-Committee will be careful to explain to
the donors that they will be invested in securi-
ties by the appointed Trustees and an annual
statement of expenditure, properly audited,
will be published. The proceeds of the En-
dowment Fund will be devoted to the general
purposes of the University, engagement of
teaching staff, equipment, and general main-
tenance. It will not be available for reduction
of fees (except as in Regulation 4); but if it
exceeds the initial requirements will be used
for establishing more branches of instruction,
viz., engaging a larger staff, and extending the
accommodation for pupils.

Regulation 3.—The views of the Committee
are already recorded under Regulation 2.
Replies to Governor's letter received from
Singapore, Shanghai, and the Viceroy of Can-
ton, were read.

The Committee adjourned.

VICEROY CHANG'S FRIENDLY
SYMPATHY.

The third meeting of the General Committee
was held on Saturday, the 6th inst. The
minutes of proceedings have not yet been con-
firmed, but we have been very courteously
accorded permission for their publication.
There were present:—H. E. Sir Frederick
Lugard (Chairman), R. Rev. the Bishop of
Victoria, Hon. Mr. F. H. May, Hon. Mr. W.
Chatham, Hon. Dr. Ho Kai, Hon. Mr. Wei
Yuk, Hon. Sir Paul Chater, Hon. Mr. E. A.
Irving, Hon. Mr. H. E. Pollock, K.C.

The minutes of the second meeting, were
read and approved.

The fourth clause of the Memo. of "Regula-
tions," submitted by the sub-committee, was
discussed and approved on condition that the
number of scholars who are admitted without
payment of fees is limited—at present at any
rate—to 50. (Free board counts equally with
free tuition, so that a scholar, who obtains both,
counts as two out of the 50). The committee
reserve the question as to how the board of
names referred to in 4 (i) shall be affixed for
consideration when the plans of the building
come up for discussion, as also the size and
description of the pictures and busts referred
to in (6). (Honorary life members of Council,
like honorary members on all Councils, do not
vote).

With reference to the names inscribed on
the tablet, it is understood that when the
buildings are erected (or if the tablet should
have to be let into the wall before erection is
completed, at such time) the list will be closed
in order that the names may be inscribed in
the order prescribed. The sub-committee will
then be dissolved, and it will be matter for
consideration what steps shall be taken for
raising further funds for extending the scope
of the university.

The Committee considered that if further
questions are asked by members of the sub-
committee or others, it would be advisable for
the Chairman of the sub-committee to refer
them to the Governor, for an authoritative
reply, in order to avoid any misunderstanding,
seeing that neither the Chairman of the sub-
committee, nor the sub-committee as a whole,
can pledge the Committee.

The decisions on all matters of importance,
which are recorded by the Committee, will be
referred for the covering approval of the
Secretary of State when his approval of the
project and the grant of the site has been
received.

The Governor said that he proposed, in view
of the very friendly letter received from the
Viceroy at Canton, to invite His Excellency to
be a Vice-Patron of the university, and the
Committee concurred.

ONX year's hard labour and twenty-four strokes
of the birch was the sentence passed in the
Police Court this morning on a coolie who was
found guilty of snatching an earpick from a
Chinese woman in Queen's Road West yester-
day afternoon.

THE Hon. Treasurer of the Alice Memorial and
Affiliated Hospitals begs to acknowledge with
thanks the following donations to the funds of
the Hospitals:—

J. D. Hutchinson & Co.	\$ 50
J. Walker	10
C. Pemberton	10
A. Palfrey	10
A. Barr	5
M. H. E. Ellis	5
Dr. Chidwick Kaw	5
E. Naidhan	5
Barrett & Co.	5

Singapore Opium Farm.

GOVERNMENT TAKES
POSSESSION.IMPORTANT CORRESPONDENCE ON
OPIUM POLICY.

The matter of the Singapore Opium and
Spirit Farms, and the arrears of payment due
therefrom to the revenues of the Colony,
has occupied the serious attention of the
Government for some time past. The question
reached a climax, yesterday afternoon, reports
the *Straits Times* of and inst., when shortly
after two o'clock, Mr. Gibson, of the Chinese
Protectorate, called at the Farm offices in Cecil
Street, and formally took charge of the busi-
ness on behalf of the Government. It was
known to ourselves that strong measures were
in course of making, but it was obviously a
matter on which it was not permissible to
publish information in advance. Now that the
action of Government has taken definite shape,
we may say that the decision of the Government
to appoint a receiver in the Farm business—in
other words to enter into possession—was final-
ly reached at a recent special meeting of the
Executive Council, following on instructions
framed by the Governor before he departed for
Europe.

WHAT THE FARMER OWES.
Briefly, the position at the time of seizure by
the Government, yesterday afternoon, was as
follows:—The monopoly for the sale of opium
and spirits, as let to the present Farmers, runs
over a period of three years, concluding at the
end of the present year. The monthly payment
due from the Farm to the Government under the
terms of the contract—for opium \$25,000, for
liquors \$60,000, a total monthly sum of \$85,000.
The Farm has not paid a balance on January
last of \$13,000, and owes for the whole of
February \$25,000, so that the total indebted-
ness to the Government is, in round figures,
\$425,000.

The position taken by the Farmers is that
certain matters have arisen which it was impos-
sible to foresee when the contract was entered
into, and which operated prejudicially on their
income—these matters they claim largely arise
from the action of the Government, and one of
the chief causes of the fall in receipts from
opium is stated to be the recent prevention of
the sale of the drug in Chinese brothels. This,
and other matters, are referred to detail in the
appended petition which the Farmers placed
before the Governor in November last. The
crux of the question from the Farmers' point
of view, is contained in this document, to-
gether with the reply of the Government declin-
ing to grant the remission prayed for or to
relieve the Farmers of the obligations under
their contract. These two letters are as fol-
lows:—

THE HUMBLE PETITION OF KHAW JOO CHOW,
ALEXANDER WILLIAM GASHIO, CHEAH TEOW ENAG
AND CHOA GIEG THYE OF SINGAPORE, Mer-
chants.

1.—That your petitioners are the Farmers of
the Opium Farm for the Settlement of Singa-
pore for the year 1907, 1908, and 1909, under
written agreement dated the 31st day of De-
cember, 1906.

2.—That your petitioners are by virtue of
such agreement under terms to pay to the Col-
onial Treasurer of the Straits Settlements the
monthly sum of \$135,000 and that security has
been given by means of mortgages of immov-
able property in the Straits Settlements for the
due discharge of their obligation.

3.—That certain matters which it was impos-
sible to foresee at the time the agreement above
referred to was entered into are operating very
prejudicially to your petitioners in the conduct
of the business of the Farm; and that as your
petitioners humbly submit that these matters
are in large part caused by the action of the
Government of the Straits Settlements, your
petitioners desire to represent them.

4.—Your petitioners would point out that, as
is inevitable in a centre in which the male
population very largely exceeds the female, there
are a large number of Chinese brothels in
Singapore. A custom has prevailed for twenty
years or more for the keepers of these brothels
to supply their customers with a small packet
of opium at a fixed rate or charge. The sales
effected in this manner have of recent years
maintained an average of over fifteen thousand
taels a month, and the profit to the Farm being
\$1.65 per tael means a sum of \$39,000 per men-
sem. The Government of the Straits Settlements
have, without warning decided to put a
stop to a practice which has been allowed for
twenty years and have prosecuted two several
brothel keepers to conviction for the offence
of keeping an unlicensed opium shop or selling
opium without a license which action has had
the effect of stopping sales of opium in the
manner indicated and has seriously affected
the revenue derivable from the Farm.

5.—Your petitioners desire to point out that
they tendered for the Farm upon the assump-
tion that existing sources of revenue would not
be summarily closed against them. They knew
of the method of selling described and the
volume of sales and they based the calculations
which determined the amount of their tender
upon this and similar items of information.
Had they supposed that the Government had
in contemplation the prevention of sales of
opium in manner long accustomed in Chinese
brothels their tender if submitted at all would
have been subject to an appropriate and substan-
tial reduction.

6.—Your petitioners further represent that
there has been of late a large volume of
morphia and cocaine smuggling, which, owing
as it would seem to the insufficiency of the
preventive machinery provided by the Straits
Settlements Legislature, the Government
seems powerless to check, it being found in
practice extremely difficult to secure a convic-
tion in a prosecution for smuggling. Both
morphia and cocaine are very much more
valuable than opium and are increasingly used
as substitutes therefor to the prejudice of the
revenue obtainable by the Farm. Unless the

licit commerce in these drugs, which has now
attained to considerable volume be checked
your petitioners fear that (1a) it will largely
increase with results disastrous to your peti-
tioners' interests.

7.—After your petitioners had taken over the
Farm and commenced the conduct thereof, the
Government of the Straits Settlements appoint-
ed a Commission to consider the whole ques-
tion of the consumption of opium and the re-
venue raised by import duties thereon. This
Commission commenced its labours about the
month of July, 1908, and continued them until
recently. Its report is, it is understood, in
draft and is shortly to be issued to the public.
As soon as this Commission was appointed the
various anti-opium organizations began to be
extremely active and a determined campaign
was commenced against the use of the drug.
A mass of anti-opium literature has been cir-
culated and hand-bills and pamphlets have
been scattered broadcast. Your petitioners
submit that it is beyond question that the action
of the Straits Settlements Government in ap-
pointing the Commission had the effect of
spurring into activity the very formidable forces
which are hostile to the use of the drug in any
form and whether in moderation or in excess
with the consequence of largely decreasing the
sales of the Farm.

8.—Your petitioners respectfully submit that
though in form they made their contract with
the King's Most Excellent Majesty in effect it
is the Government of the Straits Settlements
with whom they carry it out. They urge that
to such contract ordinary principles should
apply and that it is not just that the part pro-
fiting by the Agreement should by collateral
action or inaction make the performance of it
more difficult and onerous for the party to whom
the agreement happens to be working dis-
advantageously. The Farm is losing money
heavily. The sales had dropped off some
11,000 taels a month before the Government
took action in respect of brothel sales and now
your petitioners are faced with a further decline
of 15,000 taels a month as above indicated.

9.—Your petitioners reiterate that they would
not have taken over the Farm at the figure at
which they tendered had they anticipated that
the Government would put a stop to a practice
upon a consideration of which your petitioners
tendered, of which the Government through the
Chinese Protectorate had been aware for a
large number of years and to which it had
taken no exception. Your petitioners humbly
represent that Government should render them
plenary assistance by preventing smuggling
and illicit sale of morphia and cocaine. And
finally they desire to urge that the political
position of the "opium question" as it is called
was altered and modified to the disadvantage of
your petitioners by the action of Government
in appointing the Commission referred to.

Your petitioners therefore pray

(1) That a substantial reduction in their
rent commensurate with the falling off of their
returns by reason of the matters above set forth
may be accorded them; or alternatively,
(2) That some reduction may be made in
respect of the months of November and
December of this year and that they may be
relieved of their contract at the end of the pre-
sent year.

And your petitioners will ever humbly pray
Signed at Singapore in the Colony of the
Straits Settlements, the 2nd day of November,
1908.

GOVERNMENT'S REPLY.

Colonial Secretary's Office,

Singapore, 5th November, 1908.

Gentlemen,—I am directed by the Governor
to acknowledge receipt of your petition dated
the 2nd inst., addressed to His Excellency
and praying that a substantial reduction in the
rent of the Farm may be granted on the ground
of the falling off of the receipts attributed by
you to certain causes set forth in the petition
viz:—

(a) stoppage of sale of opium in brothels,
(b) inadequacy of the preventive machinery
provided by law to check smuggling of morphia
and cocaine.

(c) the appointment of a Commission to
inquire into the facts regarding the use of
opium in the Colony.

2. As regards (1) I am to point out that
the Government is only carrying out the law
as it was at the time the Farmers entered into
this contract.

3. As regards (b) the Government is taking
every possible step to check the importation of
morphia and cocaine. There has been no
relaxation in the efforts of the Government in
this direction since the Farm was taken up.

4. With reference to (c) the Government is
unable to recognise any responsibility to the
Farmers in the matter.

5. Under these circumstances His Excel-
lency directs me to state that the Government
must decline to grant any remission of rent or
to relieve the Farmers of the obligations of
their contract.—I have, etc.,

(Sgd.) W. EVANS,
for Colonial Secretary

RECENT CORRESPONDENCE.

Following these two communications, there
has been voluminous correspondence. Reply-
ing on November 18 last to Government's
letter, the Farmers refer to the brothel sales
and state that Government, having allowed the
law on this matter to fall into desuetude, for
years, having allowed former Farmers profits
accruing from these technically irregular sales,
and knowing that the present Farmers tendered
on the assumption that they would have the
same resources open to them, suddenly cut off
a very valuable source of revenue, and this
they regard as inequitable without allowing a
rebate in respect of the loss entailed. There
has also been a rigorous enforcement of the Li-
quors Ordinance against brothel keepers, which
the Farmers claim operated to their prejudice.
They stated also that the volume of morphia and
cocaine smuggling is increasing which seemed
to indicate that the preventive machinery of the
Government's disposal was not adequate. They
say that a sale of from 10,000 to 20,000 taels
of opium per month is necessary to enable the
Farm to pay expenses, and that during the
preceding six months the sales had only

amounted to 100,000 taels on one occasion and
that in the month of September they were as
low as 93,333 taels; and they asked for a recon-
sideration of the petition.

The Government replied that they had noth-
ing to add to the previous letter, except that
if it had been brought to their notice earlier
that opium was being sold in brothels contrary
to the law, the necessary steps to enforce the
law would have been taken.

FARMERS' RUINOUS LOSSES.

The Farmers again return to the charge in a
letter dated November 28, in which they point
out that the position is a very serious one for
them, and the prospective losses ruinous. In
face of these facts they state candidly that they
would not be able to pay the full rent for Novem-
ber and would be ready to hand over all the net
receipts for that month, estimated to be
\$40,000, and that the book's are accessible at
any time. In a further letter, the Farmers
stated that they were paying in to the Treas-
ury \$330,000, the estimated balance of the
working during November.

The Government's reply was that they had
granted the Farmers permission, under certain
conditions, to postpone until next year, (1909)
payments due at the end of November, De-
cember and January in respect of arrears of
rent, but were unable to grant any reduction
or postponement of the current rent as it be-
came due; further that the Farmers would be
required to pay 12 per cent. on any portion of
the rents for November which remained un-
paid on the due date, and that if any part of
the rent remained unpaid for ten days, they
would exercise their power to appoint a re-
ceiver manager.

On December 8, the Farmers expressed
their sense of the indulgence shown by
Government in their being permitted to post-
pone payment of arrears alluded to, but
pointed out that there had been a further
drop in daily receipts, and that the losses of
the Farm would react on sub-shareholders; and
they referred to the possibility of a financial
panic. If a catastrophe was to be avoided
they asked the Governor to reconsider the
application for a reduction of rent, or to relieve
them of the Farm at the end of the year (1908),
and they asked for a personal interview with
His Excellency.

The Farmers were granted an interview with
Sir Arthur Young, who wrote, on December
12, that after laying the Farmers' representa-
tions before the Governor, His Excellency was
unable to agree that the main cause of the
alleged decline in sales was due to the action
of Government, and that His Excellency re-
gretted he was unable to grant any abatement
of rent or release the Farmers from their agree-
ment.

FINANCIAL CATASTROPHE.

On December 14, the Farmers, in a lengthy
letter, expressed their disappointment and
alluded to the baneful effect on the opium traffic
generally of the action of the anti-opium party,
and of the great drop in receipts following
the Government's crusade against the sale
of opium in brothels. They again spoke
of a possible financial catastrophe, in-
volving widows and people of limited means,
and said they felt their losses were prin-
cipally, if not solely, attributable to the
appointment of the Opium Commission follow-
ed by the stoppage of sales in brothels. They
asked for relief as an act of grace, and trusted
to the British Government's high sense of im-
partiality, justice and right. In a further letter
they asked for an inquiry. The reply was
brief; it merely stated that Government did not
admit any responsibility whatever for the
alleged diminution in the sales of the Farm
and declined any further discussion of the
matter. The Government added that if the
rent for January were not paid at due date, they
would proceed in accordance with the powers
reserved to them in case of default by the terms
of the contract.

On February 5, the Farmers wrote, in regard
to the balance of rent for January, asking that
time be allowed them till February 25 to pay.
This application was granted on the distinct
understanding that payment in full would be
made on the date mentioned, and that interest
would be payable on amount overdue at the
rate provided for in the contract from the date
on which it became due until date of payment.

On February 28, the Farmers wrote regret-
ting that for want of funds they were unable to
avail themselves of the time allowed and fur-
ther, that owing to the loss and continued
losses they had sustained, they not only found
it impossible to pay January's rent, but would
be unable to pay their rent for February,
and they found it impossible to raise the neces-
sary money. They stated, further, that if the
Government would relieve them of their con-
tract for the residue of the term they, though
by the immediate sale of their stock, and the
value of the security in the hands of the Govern-
ment, they would be able to pay off all ar-
rears of rent and debt due. They left them-
selves in the hands of the Governor to make
whatever substantial reduction of the rent he
might think reasonable.

The Government's response to this was to
appoint a receiver and manager in the person
of Mr. Gibson, who, as we state above, took
possession yesterday afternoon.

A CHINESE woman named Ho Sam made a
desperate attempt to commit suicide on Sat-
urday afternoon. The woman was seen to jump
into the harbour off Kennedy Town. She was
rescued, however, by a number of boat people,
and handed over to the police. She was this
morning charged in the Police Court with

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SHOWING THE FLAG.

CRUISE OF THE SOUTHERN SEAS.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

The Ministry of Agriculture, Commerce and Industry has charged Wong Tai-ching with the duty of making a cruise of the South Seas. The cruisers *Hoi-yee* and *Hoi-yung* have been despatched on the special mission.

POPPY CULTIVATION.

GRAIN IN SUBSTITUTION.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

The High Commissioners for the Suppression of Opium have issued instructions to the Provincial authorities to the effect that, commencing next year, the land hitherto planted with poppy shall be devoted to the cultivation of cereals.

CHINA'S TERRITORIAL WATERS.

CHART TO BE DRAWN.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

Prince Su has directed that a chart be made of the territorial waters of China.

NAVAL REORGANIZATION.

APPROPRIATION OF FUNDS.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

The Prince Regent is determined to set aside the money left by the late Empress Grand Dowager towards the naval reorganization scheme.

PETITION BOXES.

SPECIAL OFFICERS IN CHARGE.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

All the boxes put up by order of the Prince Regent for the reception of petitions, etc., are opened by special officers only, whose duty it is to submit to His Royal Highness documents having reference to affairs of State.

THE KIOCHOW UNIVERSITY.

The *Shanghai Times* is informed that the building of the Kiochow University will be completed by the end of April. Eight professors (German) have been engaged. Prof. Karberg of the Peking University is among them.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prinz Ludwig*) 13th inst.
Canadian (*Empress of Japan*) 17th inst.
Indian (*Sutong*) 19th inst.

The *s.s. Craigvar* left Moji on 7th inst., for Hongkong.

The *s.s. Zefiro* left Manila on 6th inst., at 2 p.m., and is due here on 9th inst., at daylight.

The *H. A. L. s.s. Ambria* left Singapore on 6th inst., p.m., and may be expected here on 13th inst., a.m.

The Java-China-Japan Line's *Tjibodas* left Kobe for this port on 7th inst., and may be expected here on 13th inst.

The P. & O. S. N. Co.'s *s.s. Sumatra*, left Singapore for this port on 6th inst., at 11 a.m., and is due here on 11th inst., at 10 p.m.

The P. & M. S. S. Co.'s *s.s. Asia* arrived at Manila on 5th inst., between 4 and 6 p.m., and is due to sail from this port on 9th inst., between 4 and 6 p.m.

The P. & M. S. S. Co.'s *s.s. Mongolia* will sail from Yokohama on 7th inst., and is due to arrive at this port via Kobe, Nagasaki and Shanghai on 16th inst.

The C. P. R. Co.'s *s.s. Montague* arrived at Nagasaki at 9:30 a.m., on 7th inst., and left again at 5:30 p.m., same day, for Kobe, where she is due to arrive at 6 a.m. on 9th inst.

Our report of the Canton Regatta is unavoidably held over until to-morrow.

The Colonial Secretary informs us that Hongkong has been declared an infected port by the Government of Netherlands-India.

The French and English mails of the 3rd and 6th February were delivered in London on the 6th inst.

YKONG, KWAI LKONG, alias Yung Pak Shan, formerly thief of the Hongkong and Shanghai Bank, was charged with embezzling \$12,747.71, the property of the bank. He pleaded not guilty, and the case was remanded.

UNION WATERBOAT CO., LTD.

ANNUAL MEETING.

The fourth annual general meeting of shareholders in the Union Waterboat Co., Ltd., was held at the offices of Messrs. Dodwell & Company, Limited, this afternoon, for the purpose of receiving the report of the general managers, together with a statement of accounts for the year ending 31st December, 1908. Mr. Edgar G. Barrett presided. There were also present:—Messrs. J. W. C. Bonnar, R. J. Van den Bosch, Duncan Clark, R. Shewan (consulting committee), and R. Coughtrie (secretary). The Secretary having read the notice convening the meeting, the Chairman said:—Gentlemen.—I presume I can dispense with the formality of reading over the report and accounts. There have been no additions to our fleet during the year and I am glad to say we have had no losses; one of our boats, however, was sunk in shallow water during the typhoon of last July but was successfully raised and reconditioned at a cost of \$1,400. The boats have all been kept in thorough repair and the expenses debited direct to Working Account. Our Marine Surveyor reports that all our twelve boats are in first class condition. From the accounts you will notice there is a profit on the year's trading of a little more than \$35,000, being over \$5,000 more than the previous year and the amount available for distribution is \$29,971.31, out of which sum it is proposed to pay a dividend of 6% amounting to \$1,798.86, and to carry forward to next account \$28,172.45, which I trust will meet with the approval of the shareholders. At the last meeting our Chairman said the Company would endeavour to create an Insurance Fund to cover the risk on the uninsured boats, but we are not at present in a position to do so. We propose, however, to write a substantial sum off the value of the boats, some of which are getting rather ancient, and this will answer the same purpose as creating an Insurance Fund. I am half afraid, gentlemen, to mention trade depression. I think this has been referred to in nearly every report presented to the public during the last two years; however, I hope when the shipping trade does improve, and if we do not suffer severely from typhoons, we shall be able to pay you increased dividends in future. I now beg to move that the report and accounts be received, approved and adopted. After this resolution has been seconded I should be pleased to reply to any questions shareholders may wish to ask.

There were no questions.

The Chairman proposed, and Mr. Auld seconded, the adoption of the report and accounts. Carried unanimously.

On the motion of Mr. Auld, seconded by Mr. Morton Smith, the appointments of Messrs. H. I. Van den Bosch and J. W. C. Bonnar to the Consulting Committee were confirmed.

The Chairman—That completes the business, gentlemen. Dividend warrants can be had on application.

CANTON DAY BY DAY.

THE NEW HUND.

[From Our Own Correspondent.]

Canton, 6th March.

The bunding officials are now inviting tenders for the construction of the bund along the bank of the island of Honam. It is reported that if a contractor is secured, the work of construction of the bund will be commenced at the beginning of the 4th moon.

ARMED ROBBER EXECUTED.

Che Choi Tsai, the prisoner who was extradited to Canton from Hongkong and was tried before the Nambai magistrate a week ago, when the British Consul was present to witness the proceedings, was yesterday taken to the execution ground and beheaded for armed robbery.

CANTON-HANKOW RAILWAY.

The newly-organised Canton Railway Shareholders' Union by a party of shareholders of the Canton-Hankow Railway Company, has called a meeting to take place on the 20th day of this month (the 11th instant) to discuss matters relating to the present Board of Directors of the Company.

A CARELESS COOLIE.

CHINESE WOMAN MEETS HER DEATH.

A Chinese woman's life was the price of the carelessness of a coolie engaged at some earthwork operations at Tai O. It appears that Cheong Hing, a coolie foreman, was attending to some earthwork which was being conducted at Nam Ching in San Tin Island. The man undermined the hillside to such an extent that the hill projected in a dangerous manner, the serious consequences of which the ignorant Celestial failed to realise. It is alleged that he allowed certain people to work under the projection, as a result of which a Chinese woman met her death, as before stated. A huge rock weighing about a ton was dislodged from the hillside, and before the unfortunate woman could realise her dangerous situation, the rock descended on her body and instantly killed her.

The coolie who was in charge of the works was to-day placed in the dock on a charge of manslaughter and the case was remanded.

THE *s.s. Sungei*, of the Barber Line of steamers, which ran ashore outside the breakwater at Manila on the 1st inst., and sustained slight damage to her hull, will, we understand, be sent back to Hongkong, where she will be drydocked at Kowloon for survey and the necessary repairs. Hongkong firms are interested in the vessel's cargo.

RETURN of visitors to the City Hall Library and Museum for the week ending the 7th March, 1909:—

Library, Museum

Non-Chinese..... 417 140

Chinese..... 315 704

Total..... 732 844

The "Empress of China."

GROUNDING IN THE INLAND SEA.

NAVAL COURT OF INQUIRY.

At the British Consulate-General, Kobe, on 25th ult., a Naval Court of Inquiry was held concerning the recent stranding of the C. P. R. *Empress of China* in the Inland Sea, while on her way from Nagasaki to Kobe. Mr. Henry Bonar, British Consul-General, presided, Mr. St. John George, master of the *Alderman*, and Mr. C. J. Balton, master of the *Doris*, sitting as assessors.

Capt. R. Archibald, sworn, stated that he had been master of the mail steamship *Empress of China*, for about sixteen years. On the way to Vancouver from Nagasaki, via Kobe and Yokohama, the vessel left Nagasaki at 4 p.m. on the 18th, in charge of Capt. Stevenson, an Inland Sea, licensed pilot. The weather was fine, but overcast, and with an easterly wind. The usual points were passed safely, and at about 8:30 p.m. the ship arrived abreast of Uda Rock. Witness then came on deck to relieve the pilot, who had been on deck practically all the time, but he (the master) then took charge of the ship. The weather was becoming rainy and misty, but lights could be seen at the usual distances; there was a strong breeze. At 12:30 a.m. on the 19th, approaching the vicinity of Round Rock, the pilot was called. They could not make out the rock, it being too dark, but made out Rokurei; the flashing beacon inside was seen. The pilot then altered the course and made the light at the entrance to Shimoda Bay Strait. The weather had then cleared, the rain fell off, and a moderate gale made everything clear. Witness told the pilot he had better go half-speed through the Straits; they had no difficulty in getting through, there being no traffic. When past the Esaki Light, about 2:40 a.m., the pilot set the course to Motoyama buoy, practically through open sea. Witness went below about 3 a.m., after having been on duty for practically thirty hours, leaving the pilot, second and third officers on the bridge. The latter were relieved at 4 a.m. by the chief and fourth officers.

Witness gave orders to go half-speed because the weather was thick, but when he left the bridge, at about 3 a.m., the weather was clear. After he went below the weather must have changed considerably. The pilot had the right to alter the speed of the ship without consulting the Captain, but if such alteration was made owing to bad weather, witness considered the Captain should be called, and he supposed he was called, but too late. He was out of bed before anybody called him. Asked as to the actual cause of the accident, witness said there could only be two causes, first, an abnormal set, and second, that the compass error was not as it had been for many years. There had been no opportunity to test the error of the compass since the accident, but witness proposed to do so when he left port. There was a rule that the Captain should be called when the officer on watch was doubtful as to the safe position of the ship. The officer should at once alter the course in accordance with his judgment and call the Captain immediately.

Witness awakened by feeling a severe shock; he did not know the time, but found afterwards it was 5:20 a.m. At first he thought the shock was caused by a collision, but then he felt another shock, and knew the ship was ashore. He immediately got up, and while dressing the fourth officer came to his cabin and told him the ship was ashore, to which witness replied that he knew. On going up on deck it was very dark, nothing could be seen. It was raining hard, there was a moderate gale of wind, and no light to be seen. He said to the pilot that they were on Hime-shima and the pilot said that was the only place they could be on. The water-light doors were not closed; witness at once gave orders to do so, swung out all boats, and then told the pilot the engines had better be stopped. The engines were going full speed astern on a rising tide. Witness then ordered that the ship be sounded fore and aft. The vessel was hard and fast, and he knew the ship would be safest by stopping the engines. High water was due about 8:30 a.m. The carpenter reported that the ship was not making much water, the engines were kept going slow astern. Soundings were taken all round the ship 34 fathoms at the stern, 4 fathoms about the bridge, increasing to 77 over the stern. The ship was held up on a sort of shelf about the bridge. This shelf was not rock, but hard shingle and pebbles. Witness called the chief engineer, and knowing that there was deep water aft, witness gave orders for the aft tanks to be filled, and the forward ballast tanks pumped out, in order to tip the ship. The engines were going slow astern all the time, from about six till eight; witness ordered all possible steam by eight o'clock at about high tide, when both engines went full speed astern, and at 8:20 the ship backed off into deep water. When in a safe position clear of the island the ship was stopped, and the carpenter again sounded the ship to ascertain her exact condition. He reported that about three inches of water an hour were coming in No. 1 ballast tank, and 24 inches in No. 2. The ship then proceeded to Kobe.

By the Court.—The only remark the pilot made, was that it must be Hime-shima. There was no discussion as to the cause of the accident. The chief officer had forgotten to put his signature to the entry in the log. It was understood that the officers could take a cast of the lead at any time whenever in doubt, without consulting the master. For seventeen years witness had been up and down the Inland Sea, and it was always his practice to turn in after passing Esaki in normal weather. He had never noticed any particular set-down at this place, but he had heard of such currents. The glass on the 18th was about 30.05, about a normal glass. There was no indication of unusual weather ahead. Witness thought that according to the general orders the officers on watch should have called him when the weather got so bad, and before the ship struck. If he had been on deck he would probably have stopped the ship. No cast of the lead was taken. Capt.

Stevenson had been the company's pilot for about two years, and witness had the greatest confidence in him. It was within the province of the pilot to call the Captain, and he had done so; but in the meantime the ship had struck. At no time did witness think there was any danger to the passengers. There were about twelve or fourteen saloon passengers. They were told by witness that there was no danger; they were all awakened by the shock, and had assembled in the saloon when witness told them there was no danger. There was an abnormal set at the spot where the accident occurred.

Witness continued that on resuming the voyage he noticed an abnormal set, but the pilot, laid on approaching Akashi light there was a set. Bad weather outside affected the tides in the Inland Sea. If soundings had been taken, the position of the ship might have been ascertained before she struck, showing 16 or 17 fathoms to the southward and 20 or 20 to the northward of the course; when about six or seven miles off the island. Ultimately they made Kobe about 10:30 p.m. on the 19th. On arrival the damage was found to be as follows:—Nos. 1, 2, and 3 ballast-tanks damaged, A, B, and C plates corrugated for about 100 feet, and the floors set up. A portion of No. 4 ballast-tank was also damaged, and about seven floors were damaged altogether. Temporary repairs were being made, taking about five days. The accident might have been a very serious one had the tide been ebbing. The chief officer had been with him four or five years, and had been master of the *Alderman* in the meantime. The second officer had been in the ship about three years, and knew the Inland Sea well. After passing the Use rock they made Wilson Island, and three miles off set course for, but did not see, the Pillar Rock, owing to rain.

PILOT'S EVIDENCE.

Capt. J. S. Stevenson was then called, and stated that he was a licensed Inland Sea pilot. Witness had held a British master's certificate for twenty-two years. On the morning of the 19th, at 12:30, the ship was on Round Rock; the weather was dark and cloudy, the Shirasu light could be seen a little before the starboard beam, and land was seen ahead and all along the starboard side. Witness altered the course to E. 1/2 S. to make E. true, and after running on a few minutes made Onoji light. The straits were cleared at 2:50 a.m. with Esaki light beam. The ship's head was then put south-east, and at 3 a.m. the course was altered to S. 55 E. magnetic, and S. 56 by compass. A great many ships were passed, and about 3:30 Motoyama lighted buoy was picked up on the port bow. This buoy was watched for some time, and at 3:40 the course was altered to S. 70 E. magnetic. Witness used no charts. At 3:42 the buoy was passed about half a mile off. The weather was very dark and there was occasional rain, but clear enough to see lights, two or three miles away. Two vessels were passed on the starboard side, for which witness had to starboard a little, and after this no other lights were seen. At 5:11 rain increased, and the weather seemed to get thicker as if a squall was coming up. The engines were put at stand-by, and as the weather did not improve the engines were put at "slow" at 5:16, and witness told the chief officer to call the Captain. At 5:20 the ship took ground, she touched once and stopped; the engines went full speed astern for ten minutes. Meanwhile the Captain came up on deck and asked where the ship was and witness told him it must be Hime-shima.

By the Court.—Witness expected to be 14 miles off Hime-shima light about 5:30, which should have been seen half an hour before, but owing to the bad weather he did not expect to see light. The weather was not foggy, but the heavy rain made it difficult to see a high light, although it was clear enough to see the buoy light. The course was not altered at all. Witness did not take a cast of the lead. He did not think that a mile and a half was running too fine on such a dirty night. The course was taken in order to make sure of seeing the light if possible. Sometimes the light on Hime-shima island could be seen and not the land, and vice-versa. He often passed without seeing the light at all. Witness always steered the same course, S. 70 E., passing the point about 1/2 miles off. Witness had been piloting since August, 1904, and the "Empress" boats for over twelve months. Steering S. 70 E. he gave the course to the officer of the watch as a magnetic course. The compass course was the same—4 degrees W. error. In some of the C. P. R. boats, witness was not on deck after passing Motoyama buoy until Tsurushima. Witness never ran through the red sector of Esaki light. The vessels passed after leaving Motoyama were on the starboard side, going the opposite way. After passing through the Straits, the Captain remarked in a casual way that it would not be necessary to anchor then, and the ship was then put full speed. Witness remained on the bridge at the open part of the sea because the Captain had been up all night and wanted to go below. When altering speed in thick weather or in case of any danger he would call the Captain. There were two reasons that the Hime-shima light was not seen, one that the weather was too thick, and the other that the ship was south of her course, but witness did not apprehend any danger. The only way the accident could be accounted for was by an abnormal set; witness had no reason to think the compass was wrong. He had never before experienced such a set; he was of opinion that there was no tide at all between Motoyama buoy and Hime-shima light. At 5:12, when the weather thickened, he rang "stand-by" at 5:16 he rang "slow" and told the chief officer to call the Captain. Four minutes after the ship struck. As soon as the Captain came up witness had intended to anchor. Witness did not know if the Captain was called; the chief officer was told twice about it. Witness referred to the abnormal set, when the ship was a mile and a half off her course, witness had not heard such sets being discussed as different pilots steered different courses.

(Continued on page 2.)

To-day's Advertisements.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 10th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 8th March, 1909. [246]

PUBLIC AUCTION.

AT MESSRS. JAY'S, LIMITED, TO-MORROW (TUESDAY).

AND WEDNESDAY, the 9th and 10th March, 1909, commencing at 10:30 A.M.

VALENCIENNE LACE, TRIMMINGS, DRESS MATERIAL, DRESSES, BOOTS AND SHOES, INSERTIONS, RIBBONS, &c., &c., &c.

TERMS:—Cash on delivery. GEO. P. LAMMERT, Auctioneer. Hongkong, 8th March, 1909. [247]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"FRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th March, at 9:30 A.M.

All claims must reach us before the 17th March, 1909, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents. Hongkong, 8th March, 1909. [248]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GOLF, CONTINENTAL, AMERICAN and South African Ports.)

THE Steamship

"MACEDONIA."

Captain C. D. Bennett, R.N.R., carrying His Majesty's Mails, will be despatched from this port for LONDON DIRECT, calling at BOMBAY for Passengers and Mails on SATURDAY, the 13th March, at Noon, taking Passengers and Cargo for the above Port.

Bills and Valuables only will be accepted for Bombay.

Passes will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. BEWETT, Superintendent. Hongkong, 8th March 1909. [249]

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 8th at 11:50 p.m.—The barometer has risen over Japan, and fallen elsewhere particularly over China.

A depression is moving Eastwards over N. China, and a second area of low pressure is lying over Tongking.

The highest pressure is now shown over W. Japan.

Moderate E. and S.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

FORECAST.

1.—Hongkong and Neighborhood, E. and S.E. winds, moderate drizzling rain, and fog.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lunkens, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Public Companies.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at 12:30 P.M. TO-MORROW, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd inst. to the 9th prox. on both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Fire Insurance Company, Limited. Hongkong, 8th March, 1909. [194]

CHINA SUGAR REFINING CO., LD.

NOTICE.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Buildings, on FRIDAY, the 19th March, at 12:30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 19th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 2nd March, 1909. [226]

LUZON SUGAR REFINING CO., LD.

NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Buildings, on FRIDAY, the 19th March, at 12:30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 19th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 2nd March, 1909. [227]

Intimations.

WANTED.

SITUATION by a Lady as LADY'S COMPANION or GOVERNESS. Does not mind Travelling and undertakes care of children on the voyage. Apply to—

J. S. C., C/o Hongkong Telegraph. Hongkong, 5th March, 1909. [238]

HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 1st March, the selling price of ice, will be reduced to ONE CENT per pound.

JARDINE, MATHESON & Co., Ltd., General Managers, HONGKONG ICE COMPANY, LIMITED. Hongkong, 10th February, 1909. [166]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,006,231	Final of 2s and bonus of 5/- for 1908 @ ex 1/8 = \$26.024	5 1/2 %	\$90 sales London £84.10/-
National Bank of China, Limited	99,925	£7	£6	\$1,400,000 \$1,400,000 \$1,400,000	\$10,223	2s (London 3/6) for 1908	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$232,757 \$411,990 \$125,000	none	\$14 for 1907	7 1/2 %	\$187 1/2
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 302,747 Tls. 118,277 \$2,000,000	Tls. 160,522	Final of 7/6 making 15/- for 1907	5 1/2 %	Tls. 97 1/2 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$2,000,000 \$202,478 \$129,505 \$279,649 \$1,000,000	\$2,506,011	Final of 2s making 24s for 1906 and interim of 3s for 1907	5 1/2 %	\$82 1/2 ea. and s.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000 \$85,157 \$1,000,000	\$591,763	\$12 and bonus 3s for 1906	7 1/2 %	\$200
FIRE INSURANCES.								
China Fire Insurance Company, Limited	9,000	\$100	\$30	\$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$6 and bonus 3s for 1907	8 %	\$100 ex div. b.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$248,027	\$27 for 1906	8 1/2 %	\$332 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	\$7,000 \$264,638 \$200,000	\$7,035	\$1 for 1906	...	\$12 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$200,000 \$200,000 \$200,000	NIL	\$2 1/2 for year ending 30.6.1908	7 1/2 %	\$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$600,000 \$600,000	\$20,279	Final of 2 1/2 making 5 1/2 for 1908	8 1/2 %	\$20 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	\$10,000 \$10,000 \$10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/10 = \$3.154	5 1/2 %	\$39 1/2
Do. (Deferred)	60,000	£5	£5	\$10,000 \$10,000 \$10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/10 = \$3.154	5 1/2 %	\$39 1/2
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 75,000 Tls. 75,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	Tls. 46 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 75,000 Tls. 75,000	Tls. 14,510	Second interim of 1/- for a/c 1908	7 1/2 %	Tls. 52 buyers
"Shell" Transport and Trading Company, Limited ..	2,000,000	£1	£1	\$2,000,000 \$2,000,000 \$2,000,000	£61,817	Final of 1/- for year ending 30.4.1908	4 1/2 %	\$23 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$10,000 \$10,000	\$98	\$10 for year ending 30.4.1908	4 1/2 %	\$23 1/2
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 \$2,000,000 \$2,000,000	Dr. \$279,371	\$8 for year ending 31.12.06	...	\$144 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000 \$700,000	Dr. \$135,232	\$3 for 1897	...	\$17
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.03	...	Tls. 110 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £175,000 £175,000	£11,556	Final of 1/6 (coupon No. 11) for year end- ing 22.2.08	7 %	Tls. 18 1/2 buyers
Robt Australian Gold Mining Company, Limited ..	150,000	£1	£1	£150,000 £150,000 £150,000	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$81 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000 \$450,000	\$2,725	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$3,000,000 \$3,000,000	\$2,556	Final of 2 1/2 making 5 1/2 for 1907	...	\$48 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000 \$2,500,000	\$287,078	Final of 2 1/2 making 5 1/2 for 1908	9 %	£87
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 13,743	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	5 1/2 %	Tls. 91 buyers
Shanghai and Hongkew Wharf Company, Limited ..	38,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 75,000 Tls. 125,000	Tls. 22,626	Interim of Tls. 4 for account 1908	5 1/2 %	Tls. 177 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 6,531	Tls. 6 for 1907	5 1/2 %	Tls. 104 sellers
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	\$750,000 \$750,000 \$750,000	Dr. \$4,100	\$2 1/2 for year ending 30.6.07	...	\$43 sales
Central Stores, Limited	50,128	\$15	\$15	\$751,920 \$751,920 \$751,920	\$9,178	\$1.50 for 1906	...	\$20
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$600,000 \$600,000	\$295	Final of 3s making 56 for 1908	7 %	187 ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000	\$26,475	Final of 5s making 57 for 1908	7 %	\$59 sales
Hampreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$5,186	60 cents for 1908	7 %	\$8.65 sales
Kowloon Land and Building Company, Limited ..	6,000	\$50	\$50	\$300,000 \$300,000 \$300,000	\$278	\$1 1/2 for 1908	5 %	\$30 1/2
Shanghai Land Investment Company, Limited ..	78,600	Tls. 50	Tls. 50	Tls. 1,323,045 Tls. 1,323,045 Tls. 1,323,045	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908	7 %	Tls. 115 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000 \$625,000	\$1,968	Final of 2s making 54 for 1908	9 %	\$44 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 104 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$9,553	50 cents for year ending 31.7.08	5 1/2 %	\$9 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 8,372	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 84 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 4,729	Tls. 4 for 1908	...	Tls. 88
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 50,603	Tls. 50 for 1908	...	Tls. 310 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$1,500 \$1,500	£648	1/10 per share or 1907 = \$1.037	10 %	\$10 sales
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000 \$720,000	NIL	\$1.20 for 1907	10 %	\$12 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$61,158	60 cents for year ended 28.2.06	...	\$44 sales
Do. Do. special shares	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$61,158	60 cents for year ended 28.2.06	...	\$9.22 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$3,407	80 cents for 1908	12 %	\$14 ea. and b.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000 \$300,000	\$48	\$1.50 for year ending 31.7.08	5 1/2 %	\$9.60 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	\$5,078	Interim of 40 cents for account 1908	10 1/2 %	\$12
M. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000 \$120,000	\$5,000	75 cents for 9 months ending 31.12.07	8 %	\$53 buyers
Hall & Holts, Limited	21,000	\$20	\$20	\$420,000 \$420,000 \$420,000	\$8,957	\$2 for year ending 28.2.08	10 %	\$18 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$9,321	\$1 and bonus 20 cts. for year ending 29.2.08	6 1/2 %	\$205 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000	\$7,616	Final of \$15 per share making \$19 for 1908	9 1/2 %	\$24 ex div.
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$8,190	Final of \$1 per share making \$2 for 1908	8 1/2 %	\$24 ex div.
Maatschappij tot Mijl-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 547,500 Tls. 27,601 \$5,000	Tls. 17,127	4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making Tls. 20 to date	6 1/2 %	Tls. 810 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000 \$250,000	\$7,472	\$20 cents on fully paid shares and 60 cents on \$1 paid shares for year ending 30.4.08	6 %	\$14
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	NIL	None	...	\$2
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000 \$750,000	NIL	None	...	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000 Tls. 1,200,000 Tls. 1,200,000	Tls. 6,003	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 121 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 24,820 Tls. 24,820	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	12 %	Tls. 115 sellers
Shanghai Waterworks Company, Limited	16,850	£20	£20	Tls. 190,000 Tls. 190,000 Tls. 190,000	Tls. 58,222	Final of 17/6 making 52 1/2 for 1907	...	Tls. 437 1/2 sales
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000 \$150,000	Dr. \$50,622	None	...	\$24
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000 \$100,000 \$100,000	\$236	40 cents for year ending 31.5.08	7 1/2 %	\$24 sales
Tientsin Waterworks Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 15,205 Tls. 15,205 Tls. 15,205	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	5 %	Tls. 94 buyers
United Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$111	50 cents for 1907	5 %	\$13 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$1,360	80 cents on 9,000 ord. shares and \$19.50 on 100 Foundry shares for yr. and 31.5.07	6 1/2 %	\$9 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000	\$6,428	Interim of 30 cents a/c 1908	6 1/2 %	\$21
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$105,000 \$105,000	\$2,925	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$21

These shares are entitled to half of the profits

Intimations.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £1,000,000.



"LA FLOR DE LA ISABELA"

High grade cigars manufactured with the most selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Especiales, Esquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.O. C. MOOSA, MOTOR
1 & 8, D'AGUILAR STREET.
NOVELTIES OF THE SEASON. LAUNCHES.Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS, FOR HIRE FROM
FEATHERS, &c., &c. \$2 PER HOUR.LACE SCARFS, MOTOR VAILS
IN
VARIOUS COLORS. SUNRISE TO SUNSET
TWILIGHT and MOONLIGHT
EXCURSIONS.MOUSQUETEIRE GLOVES
IN
WHITE, BLACK & COLORS. BLAKE PIER.WOOLEN DELAINES, NUNSVAIL-
INGS, VOILES, &c., &c. "Little Mary,"
"Blue Bell,"
"Gertie,"
"Fateema."LADIES' and CHILDREN'S
UNDERCLOTHING. HIRE, SELL, PURCHASE, EXCHANGE,
REPAIR and PROVISION MOTOR
CARS, CYCLES,
BOATS, LAUNCHES,
AND
TYPEWRITERS.Samples on application, Coast
Port orders carefully executed.
Hongkong, 26th September, 1908. 137D. NOMA,
PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO
MARKS,
No. 60 QUEEN'S ROAD, CENTRAL.PATRONISED by Prince of Wales, then
H. R. H. The Duke of York, and
H. R. H. The Emperor of Russia, and having
4,500 testimonials from all sources.My 34 years' experience in tattooing is a
guarantee of good work and prompt execution.
My colours are absolutely fast and perfectly
harmless, and produce a charming effect not
attainable by any other, as their composition is
only known to me. In tattooing unlike some
species of engravings, care must be taken to
have the work done in a perfect, high toned
manner. In order to take special precaution
against possible dangers, I use fresh materials
daily.The copying of Portraits with distinct
maintenance a speciality.
Hongkong, 1st September, 1908. 136LEE YEE
HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
12, D'AGUILAR STREET,
HONGKONG.
Hongkong, 2nd September, 1908. 135AN AFFAIR
THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINES ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage, and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.Gentlemen's Shirts made to order, and Ouds
and Collars renewed on old ones.
Ladies' Dresses, and all kinds of Embroidery
Materials can be supplied, if required.The Superiors will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor School,
who are taught by the Sisters.

Hongkong, 2nd April, 1908. 147

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGGE (TASTELSS) FORM!

SELF CURE NO FICTION!

MARVEL UPON MARVEL!